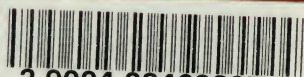


INFORMATION
FOR
INTENDING SETTLERS
BY
T. P. FRENCH
1857

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INFORMATION

FOR

INTENDING SETTLERS

ON THE

Ottawa and Opeongo Road,

And its Vicinity,

BY

T. P. FRENCH,

Crown Land Agent,

PUBLISHED WITH THE APPROVAL OF

THE HONORABLE JOSEPH CAUCHON,

COMMISSIONER OF CROWN LANDS.

AND

THE HONORABLE P. M. VANKOUGHNET,

PRESIDENT EXECUTIVE COUNCIL AND MINISTER OF AGRICULTURE.

OTTAWA, CANADA WEST,

1857.

A WORD TO THE WISE.

THE object in writing the following pages is to present in as clear, but as concise a form as possible, the particular kind of information essentially necessary for all who may be inclined to emigrate to this country ; and to dispel the cloud of obscurity that invariably veils their future prospects of success from nine-tenths of the poorer class of immigrants who usually come to Canada.

I have been careful to abstain from *theorising*, and to omit redundancies, whether of facts or language.

There is no exaggeration in any statement I have put forth in regard to the country, or in any calculation I have made to prove the advantage it offers.

I write not *to order* ; neither do I write from any of the fair cities or thriving towns or villages that Canada can now boast of.

My home is, and has been for a good while, in a new and yet remote locality ; and I have made a thorough acquaintance with " Bush Life " in all its roughest phases.

It is not then, from hearsay, but from *practical personal experience* that I have gleaned the " Information for Intending Settlers," which I now submit.

'Tis true I write in the interest of my adopted country ; but I wish not to delude the ignorant or the unwary ; and I honestly feel that in inducing emigration to Canada I am rendering as great a service to those who come here, as to the country to which they come.

The description of the lands referred to in the within pamph-

let is generally applicable to the lands on the other Lines of Road in the Ottawa Country.

To such as may wish for more detailed information about Canada generally, I would recommend the perusal of Mrs. C. P. Traill's interesting and instructive book, entitled "The Canadian Settlers Guide." It may be had of all booksellers in Canada for 5s. ; and, with a map, for 2s. 6d., at Stanford's, 6 Charing Cross, London.

T. P. FRENCH.

INFORMATION FOR INTENDING SETTLERS

ON THE

Ottawa and Opeongo Road and its Vicinity.

THE Agent appointed by His Excellency, the Governor General, for the settlement of the Ottawa and Opeongo Road, finding that much ignorance still prevails with respect to the Road immediately under his charge, and the large and valuable tract of country which it renders accessible, submits the following for the information of all who may desire to secure for themselves good farms and comfortable homes in this rapidly rising section of the Province.

On the Ottawa and Opeongo Road ONE HUNDRED ACRES will be given FREE to any settler, 18 years of age, who shall take possession of the Lot within one month from the date of his application, erect on it a house, 18 by 20 feet, put in a state of cultivation at least 12 acres in the course of four years, and live on the Lot during that period. Should he fulfil these conditions he will obtain an indisputable title to the land, but failing to do so, it will be sold or given to another. Families comprising several Settlers, preferring to reside on any one Lot, will be exempted from the obligation of building and of residence, except

upon the lot on which they live, but the required clearing and cultivation must be made on each Lot. The Settlers will also be required to keep the road in repair.

Believing, however, that amongst many in the United Kingdom rather exaggerated ideas prevail in regard to the value of the Free Grants offered by the Canadian Executive to actual Settlers, and knowing what a prolific source of disappointment and distress such erroneous opinions must prove to the impulsive and unreflecting, who may act upon them without due consideration, the writer feels that charity and justice alike require that they should be promptly and permanently removed. There can be no doubt that a Free Gift from the Crown of 100 acres of good land is a boon that must not be lightly estimated ; but as the Canadian Government do not wish to lay claim to more liberality than they actually possess, or to have their generosity undeservedly extolled, and have, moreover, no desire to encourage emigration to this Colony by sanctioning fancy sketches of rural felicity, or by permitting hopes of prosperity that cannot be completely realised to be held out, he deems it incumbent on him to remind all who may be disposed to emigrate to this country, that they must not estimate the value of land here by the standard that obtains in the parent kingdom. As is the case with all other articles, the value of land is regulated by the principles of supply and demand ; hence, where there is an immense tract of country, and but a comparatively thin population, as in Canada, land cannot be of the same worth as where the converse is the case, and, as in England, the country is small while the inhabitants are numerous. These are broad facts that demand the most earnest consideration of the intending Settler. If he possesses any wisdom he will ponder on

them seriously, and balance correctly his chances of success before relinquishing his pursuits at home, disturbing his domestic arrangements, and entering upon a long and expensive journey, that may, possibly, result in blighted expectations, and a subsequent life of unavailing sorrow.

In the more western counties the value of land approximates nearer to the English standard than in the newer ones comprised within the Valley of the Ottawa, and to which attention is now directed. Owing to circumstances that the writer deems it beyond his duty to touch upon here, this Ottawa country has not, hitherto, been brought as prominently before the public eye as its vast natural advantages would warrant, consequently it is but sparsely settled, and lands are as yet to be had cheap.

In the former counties, however, facts widely different, but far less cheering to the poor man, present themselves. There the Crown Agents have but little lands at their disposal; the population is much larger, and, as a natural result, the competition for farms has been the means of causing even wild lands to exchange owners at the high price of from five to ten pounds an acre.

Yet these prices can scarcely be adduced as an evidence of superiority over the Valley of the Ottawa; for by reference to authentic statistics recently collected, it appears that if a comparison be instituted between the average crops raised in these different localities, the Ottawa section, holds out equal inducements in this respect to the farming settler seeking a home in Canada. Besides this, in the former counties, cleared, or partially cleared, farms are extremely difficult to obtain, and when such are in the market they bring prices that place them almost entirely beyond the reach of any man possessing only moderate means.

while in this locality they can be easily had at figures varying from ten pounds upwards, exclusive, of course, of the Government price, say of twenty pounds for each 100 acres. With these facts it is of much moment to the small capitalist and the newly arrived immigrant to be made acquainted.

With a house ready to receive his family immediately on his arrival, and a few acres ready to crop, the settler need have no fear for the future. The knowledge necessary for putting in his first crop will be acquired in a few weeks from his neighbors, and before the next year he may himself be certain of being competent to render the same kind offices to all later comers. To those who have not friends in this country the difficulty of procuring such farms, and the possibility of being imposed upon in their purchase, may seem serious obstacles, but as there is no doubt that it is the intention of a gentleman of high character and long experience to open an Agency in Ottawa the ensuing Spring for the negociation of such transactions, no difficulty of delay, or danger of imposition, need be dreaded by the friendless stranger.

The periods during which the quality of land may be best ascertained, are the months of October, November, April and May; the snow covering the earth from December to March, and the thick foliage and underbrush rendering travelling through the woods rather difficult, though by no means impossible, in summer.

Emigrants from Europe ought to leave as early as possible in Spring, and they should sail direct for QUEBEC, as it is the shortest and cheapest route. The following is the scale of charges, and the allowance to passengers, coming from Liverpool, or the chief sea-ports of the United Kingdom :

STEERAGE PASSAGE FOR 1857.

By Steamer from Liverpool, fortnightly,...£8 8 0 Sterling.

By Sailing Vessels,..... } $\begin{matrix} 4 & 10 & 0 \\ 5 & 0 & 0 \end{matrix}$ “

Children under 12 years half the above charges.

It is believed that next year the fares by steamer will be still lower.

Under the new Passenger Act the following provisions are now supplied, viz. :

3 quarts of water daily.
 $3\frac{1}{2}$ lbs. of Biscuit weekly.
 1 lb. of Flour “
 $1\frac{1}{2}$ lbs. of Oatmeal “
 $1\frac{1}{2}$ lbs. of Rice “
 $1\frac{1}{2}$ lbs. of Peas “
 $1\frac{1}{4}$ lbs. of Beef “
 1 lb. of Pork “
 2 lbs. of Potatoes “
 1 lb of Sugar “
 2 oz. of Tea “
 2 oz. of Salt “
 $1\frac{1}{4}$ oz. of Pepper “
 $\frac{1}{2}$ oz. of Mustard “
 $\frac{1}{4}$ pint of Vinegar “

Invalids are also allowed medical attendance and increased space and comforts.

Emigrants should take with them as many beds, blankets, and other articles of household furniture as can be conveniently carried, such things being cheaper in the mother country than here, and as Settlers property they will be admitted *duty free*. As large a supply as possible of strong and warm clothing may also be brought out with advantage, but all kinds of *farming implements* can be procured in Canada cheaper than they can be imported.

The advice to Emigrants before and during, a voyage, from the philanthropic pen of Vere Foster, Esq., may be here introduced with advantage, and, it is hoped, without apology to the humane gentleman who has already given it to the public in the valuable pages of "Work and Wages":

On your arrival at Liverpool or other ports of departure, go straight to your lodging-house, if you have chosen one; if not, go at once to the office where your passage is engaged, or where you wish to engage it, and find out when the ship will sail, where it is, when you should go on board, and when the berths (sleeping places) will be marked, and take care to be on board at that time, and to get the number of your berth marked on your passage ticket. At many of the offices there is a store where baggage will be taken care of free of charge.

LODGING.

The usual charge for lodging, including use of kitchen fire and cooking utensils, and storing of luggage, is from 4d. to 9d. per night—4d. being a very common price. Children under fourteen years of age are usually charged less, according to agreement; infants nothing. Mind you make an agreement beforehand.

CHOICE OF A SHIP.

Choose a ship that is well ventilated—that is to say, go in a ship which has one sleeping deck for passengers rather than two; be careful that you can not only walk upright on this deck, but that it is at least seven feet from the deck above, as is the case in all the liners, and that the ship has not a great deal of housing on the outside deck to interfere with a proper current of air below. See that the ship has high bulwarks (wooden walls), at least six feet high, at the side of the outside deck, so as to protect passengers from being drenched every time they come on deck by the spray, whenever the sea is a little rough.

The weak among my readers—and I would add the very poor but that they cannot afford to choose—should be careful if possible, to select a ship in which they are not required to cook for themselves, but are engaged to be supplied daily with enough of cooked provisions. To the richer passengers who can bribe the cooks with a half crown now and then, to pretty women who can coax them with their smiles, or to strong men who can elbow their way with their broad shoulders, such advice is not necessary, as they can have access to the crowded cookhouse at any time, and any number of times daily; but the others have often to wait for hours in the wet, or even all day, to cook a single meal, and the caprice of the cook seldom allows them even then to get a meal properly cooked. They are pushed off to make way for others until the time allowed for cooking is over, or a storm rises to prevent it. The want of properly cooked food especially, and of proper ventilation, are I believe the principal causes of diarrhœa, dysentery, typhus fever, and cholera on board ship.

HOW TO ENGAGE YOUR PASSAGE.

At Liverpool, or any other port of embarkation for America, be careful whom you employ to show you to a shipping office; ask no questions in the street, pay no attention to the offers of services of any one you meet, not even to ask your way to any place or office, as each such question may cost you five or ten shillings or more; but, having gone on board a number of ships and chosen the one you like best, buy your ticket yourself at the head agency office of the ship, the address of which will be posted up in very large letters on board of the ship itself; or, what will be better still, ask the person to whom you may have been recommended from home to get the ticket for you. You will then be more sure of being charged the market rate for passage. He will probably get it cheaper for you than what you can get for yourself, and yet make a few shillings for himself in doing so. When you go to a shipping office or to a shop to make purchases be sure to go in quite alone, as if any person shows you in or goes in with you it will most likely be to get his commission in one way or another out of increased price to be charged to you. All the offices and shops pay commissions of from five to seven and a half per cent., or more to persons who bring them customers, and the worse the ship the higher the commission; it is therefore the interest of persons of no character to induce emigrants to go in as bad a ship, and pay as high a price for their passage as possible. When you have got your ticket mind you keep it, giving it up to no one except for a moment to the Government officer who will visit the ship to inspect the passengers just before you sail, and who will tear off a piece of every ticket, which serves him as a note of how many passengers there are on board, their ages, and so on. Keep the ticket till *after* the end voyage as long as you like, as the law allows, in order that you may at all times know your rights, and as an evidence of your agreement in case of your having to seek redress.

Emigrants should on no account, except when properly recommend-

ed, suffer themselves to be so misguided as to pay in Europe their passage any further than to the port of arrival of their ship in America, as it often happens that railroad or other tickets bought in Liverpool are found to be of no use in America, and the fare has to be paid over again, and no redress can be got in America for breach of an agreement made in England. This especially applies to agreements about baggage. Of course there are honest persons in this trade as in others, and much expense and imposition at New York may be saved by buying tickets from such persons, who may be heard of by enquiring of the Government Emigration officer at each port, or of me at Wimbleton, Surry. It must be clearly understood that any recommendation given by me one year or month will not be good for another, until renewed.

According to the British law, a passenger over one and under fourteen years of age gets only half allowance; according to the American law, every passenger over one year old gets full allowance. Of course passengers will get fed according to one scale or the other, not both. The British law provides that certain substitutions may be made at the option of the master of the ship for the oatmeal and rice, and very properly requires that these provisions should be given to the passengers daily, in a cooked state, but this is not attended to one time in a hundred. Each passenger is entitled by law to lodgings and provisions on board from the day appointed for sailing in his ticket, or else to one shilling for every day of detention, and the same for forty-eight hours after arrival in America. As regards extra provisions, they must depend on taste and circumstances. As much as heretofore will not be required if the ship's provisions shall be issued cooked according to law. In my voyage in the "Washington," from Liverpool to New York, which occupied thirty-seven days, I took the following extra provisions, which I found sufficient, and which were the same in quality and quantity as I had been in the habit of supplying previously to passengers whom I had assisted to emigrate to America:— $1\frac{1}{2}$ stone wheaten flour, 6 lbs. bacon, $2\frac{1}{2}$ lbs. butter, a 4 lb. loaf *hard baked*, $\frac{1}{4}$ lb. tea, 2 lbs. brown sugar, salt, soap, baking powder. These extra provisions cost 10s. 6d.; I consider them to be plenty, so far as necessary articles are concerned. A ham, a cheese, more *butter*, more flour, some potatoes and onions, and in case of children, many little extras, such as sweet preserves, suet, raisins, preserved milk, treacle, lemons, &c., would be palatable and desirable additions, particularly during the first fortnight, until the stomach gets inured to the motion of the ship. *Remember*, that you cannot, when at sea, run to a shop to get what you want; you must get it before hand. I also took the following articles for the use of myself and messmate, the prices of which, of the commonest kind, though quite good enough for so temporary a purpose, should be as follows, according to size, for one, two, or more persons:—Tin water-can, 6d., 1s., 1s. 2d.; tin hook saucepan or boiler, 5d., 7d., 10d.; frying pan, 6d., 8d., 10d., 1s., 1s. 4d.; tin dish or wash basin, 5d., 6d., 9d.; tin kettle, 8d., 1s., 1s. 4d.; tin tea-pot or coffee-pot, 6d., 8d., 10d., 1s.; tin plate, deep, so as not to spill easy, $1\frac{1}{2}$ d., $2\frac{1}{2}$ d. 3d.; tin pint mug, $1\frac{1}{2}$ d.; chamber vessel, 6d.; knife, fork, and spoon, $4\frac{1}{2}$ d.; treacle-can for 3 lbs. or 6 lbs. 4d., 6d.; barrel and padlock to hold provisions, 1s. to 1s. 3d.; small calico

bags to hold ship's weekly flour, oatmeal, rice, biscuits, tea and sugar ; towels and rubbers ; straw mattress, length 5 ft. 10 in., 8d. to 1s. 2d. (a better description of do. would cost 1s. 4d. to 2s. 4d.) ; blankets for one person 2s., or, according to size, per pair, 4s., 6s. 6d., 9s. ; rug, 1s., 1s. 4d., 1s. 6d., 1s. 10d. ; sheets each, 9½d. Instead of buying a mattress, it would be better to bring an empty tick from home and fill it with straw at Liverpool or other port. A crock will be wanted for the butter, price, holding 3lbs., 3d. Bring some epsom salts or pills, or other purging medicine with you, and plenty of treacle for children, as rolling in bed and want of occupation during the voyage stops digestion. Families would do well to take with them a tin slop pail, price, 1s. 6d. to 1s. 10d., or japanned, 2s. ; also a broom and small shovel. The handles and spouts of all tin articles should be riveted on as well as soldered. The bottoms of trunks should have a couple of strips of wood nailed on to them lengthwise, one at the front edge and the other at the back edge, to keep them off the damp floor. *See that you get all the articles of sea stores which you pay for.* Almost any sort of clothes will do for the voyage, dirt, grease, tar, and salt water will spoil any thing good.

LAST THING.

The last thing to do before going on board is to get a few loaves of fresh bread *hard baked*, and a good-sized piece of roasted or boiled fresh meat to eat when cold. An Emigrant's guide which I have seen contains the following sound advice :—" When the time arrives to go on board ship, do so without delay, not allowing yourself to be persuaded by the lodging-house keeper to sleep on shore, as there will be plenty of time in the morning. Such an indulgence has cost many the loss of a passage and a week's delay in Liverpool."

Go on board your ship, if possible, before it moves out of the dock, rather than after it has gone into the river, as in the latter case you may have to stop for hours in the rain on the pier head waiting for the small steamer which is to take you alongside the ship, and getting your luggage, and provisions, and bedding, for which and yourself there is no shelter, soured and spoiled with the wet, or else have to hire a small boat to take you to the ship at an enormous expense. Whether you go in the steamer or in a small boat you will have to get on board in a very scrambling manner, and your baggage may get all knocked to pieces, as often happens. For the cartage or portorage of your baggage from your lodging to your ship, make a clear agreement beforehand with the carter or porter as to what you are to pay, and let that agreement include the carrying of your baggage not only on board the ship, but ALONGSIDE OF YOUR BERTH. " From the moment your luggage gets on board take care that it be well watched ; and if you lie in the ship in dock a night, keep a close guard over it, as ships are at such times infested by thieves, who cannot be known from passengers," and whom the officers of the ship are otherwise too busy to look after.

THE VOYAGE.

The births (sleeping places) are each from six to six and a half feet long, and eighteen inches wide, ranged one over the other in double shelves along the side of the ship. Single men are berthed separately from the rest of the passengers. All clothing and other baggage not wanted at sea should be put out of the way till the end of the voyage, as the officers of the ship may direct. Passengers should be particularly cleanly on board a crowded ship to prevent ship fever from breaking out (this is very important), and should keep much on deck to breathe the fresh air for the same reason, and pay a cheerful obedience to the discipline of the ship. The floor should be sprinkled with vinegar sometimes to sweeten the air, and chloride of lime should be sprinkled now and then between decks. Be careful of your sea stores, as your passage may be longer than you expect, and it is better to have some over at the end than to be short at sea.

How Emigrants may secure good treatment for future passengers, more effectually than can be done by Acts of Parliament, whose regulations are easily evaded. Whenever it happens, as is sometimes the case, that passengers have received the full allowance of provisions of good quality for which they have agreed and paid, and have been otherwise very well treated during the voyage, they should in justice to the captain or other officers, before leaving the ship, express their thanks to them in a written address, have it published in the newspapers where they land, (for which no charge will in general be made,) and then post a few copies of those papers to the principal papers in the old country; and the same if they have been very ill treated.

In order that the Emigrant shall be able to make a correct calculation of his expenses before leaving home, it may be well to state here that the Canadian value of British Coins is as follows, viz.;

The Sovereign,.....	£1	4	4
Half “	0	12	2
The Crown,.....	0	6	1
Half “	0	3	1½
Florin,.....	0	2	5

but for convenience the British Shilling passes current for 1s,

3d., and the Six-pence for 7½d. It will be then apparent that *English Shillings and Sixpences* are the most profitable coins to bring to Canada, as there will be 10d. gained upon each £1 sterling. Short dated Bankers Bills, payable in London, are also a safe and profitable mode of taking money to this country, as they are invariably sold at a premium here. The newly arrived Emigrant will require to keep in view this difference between the English and Canadian currency, so that when told in Canada that the price of his dinner is 1s. 3d., or the cost of any article 5s., he may readily understand that *one English shilling* discharges the former claim, and *four English shillings* will pay for the latter.

All further prices given here will then be quoted in *Provincial Currency*, according to the above value.

Arrived in Quebec Emigrants must be *particularly careful not to follow the advice of strangers of either sex, in regard to lodgings, employment, or modes of travelling*. When put on shore they should go *at once* to the Chief Emigrant Agent, A. C. Buchanan, Esq., whose office will be found close by, and who will afford them every information they can possibly require. Such as are for this Agency will come on from Quebec, via. the Cities of Montreal and Ottawa, and the following are the rates at which the journey may be accomplished :

FROM QUEBEC TO MONTREAL.

BY RAIL.

First Class,.....10s. | Second Class,.....5s.

BY STEAMER.

Cabin, including Tea and Bed,.....	10s. 0d.
Steerage, without meals or bed,.....	2s. 6d.

Steamers leave Quebec daily during the Summer at 4 o'clock, p. m., and reach Montreal next morning about 6, a. m. Railway Trains leave twice a day, and make the journey in 7 hours.

Should the Emigrant require any information in Montreal, he will find Mr. Conlan, the Government Emigrant Agent, ready to supply it.

The journey from Montreal to Ottawa may also be made either by Rail or Steamboat at these prices, viz. :

BY MAIL STEAMER—GOING THROUGH IN ONE DAY.

Cabin, and three meals,..	10s. Steerage, without meals,....	5s.
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BY TOWING STEAMER—WHICH MAY TAKE TWO OR THREE DAYS.

Steerage,.....	5s. No Cabin.
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BY RAIL—GOING THROUGH IN ABOUT SEVEN HOURS.

First Class,.....	20s. Second Class,.....	15s.
Emigrants,.....	10s.	

From Ottawa the journey to this Agency may be made by land, or partly by land and water, and as there are no public

conveyances on the land route, the other is by far the best. It is 9 miles from Ottawa to the Village of Aylmer, and Stages are continually running between these places, that carry passengers at 2s. 6d. each. From Aylmer a Steamer starts at 7 a.m. on Tuesdays, Thursdays and Saturdays, and passengers by it are put on shore at the Bonne-Chere Point, or at Ferrall's Landing, 2 miles nearer Renfrew, about 3 p.m. The Fare being :

Cabin, with breakfast and dinner,.....	12s. 6d.
Steerage, " " 7s. 6d.
Steerage, without meals,.....	5s. 0d.

The distance from Ferrall's Landing to the Village of Renfrew is but 7 miles, and a Stage will be on this road next Summer, which will convey passengers for about 2s. 6d. each. Thus, from Quebec to Renfrew, a distance of 367 miles, may be travelled at a cost of £1 2s. 6d. currency, or 18s. sterling. At Renfrew the Emigrant is within 16 miles of this Agency, and he will have no difficulty in procuring a mode of conveyance to take him here, and hence, along the Opeongo Road, should he be unable or unwilling to walk. The first of the Free Lots is 20 miles from the Ottawa River, and as the entire length of the Opeongo Road is 99 miles, it thus leaves 79 miles upon which Free Grants are being given. This Road commences at Ferrall's Landing, on the Ottawa, crosses the Bonne-Chere at Renfrew, and then taking a north-westerly course it runs mid-way between the Bonne-Chere and Madawaska Rivers on to Lake Opeongo. It is intended to connect this with a projected line of road known as "Bell's Line," leading to the Lake Muskako and Lake Huron, by a

branch which will diverge from the Opeongo Road, in the Township of Brudenell, at a distance of about 53 miles from the River Ottawa, forming with "Bell's Line," a great leading road, or base line, from the Ottawa to Lake Muskako, 171 miles in length, passing through the heart of the Ottawa and Huron Territory, and opening up for settlement a vast extent of rich and valuable land.

The Bonne-Chere and Madawaska Rivers, between which this road runs, are important tributaries to the Ottawa, and contribute a large quota of the very best timber that annually passes down that river to the Quebec Market. Over 40 miles of the Road are now good for waggons, and as the remaining portion will be repaired next Spring, Settlers can easily take in their families and supplies at all periods of the year. For some years past Settlers have been occasionally locating themselves on the wild lands of the Crown, in the neighborhood of this Road, and as there are besides over 120 of the Free Lots at present conceded, those who come in future will experience no difficulty in obtaining prompt *gratuitous* assistance to erect their shanties, and temporary accommodation while they are being put up. Twelve men can build a good shanty in a day,—the timber of which it is constructed being always to be had on the spot. The best possible feeling prevails among the Settlers, and no kindness that any one of them can render is ever denied to the stranger, no matter from what country he hails, or at what altar he kneels. Settlers are permitted to select their own Lots, those coming first having first choice. The Lots are all posted and numbered.

As yet the nearest villages to the Road are Renfrew, Douglas, and Eganville. Renfrew is distant 13 miles from the first Free Lot on the east end. Some 13 miles farther up, that

is 26 miles west of Renfrew, Douglas is within 12 miles ; and again, 14 miles farther west, Eganville is but 16 miles from the Road. At each of these villages there is a Post Office, and also Mills and Stores, where all necessary supplies can be obtained. In Renfrew there is a Catholic Church, a Kirk, and a Free Church, (Presbyterian,) in each of which there is service once a fortnight. In Douglas a Methodist Minister resides, and he has prayers there and at Eganville each alternate Sunday. There is also a Catholic Church two miles from Douglas and another at Eganville ; in the former the Clergyman officiates once a month, and at the latter twice a month during the Summer, and once a month during the winter. At Mount St. Patrick, and 3 miles from the east end of the Road, there is also a Post Office and a Catholic Church ; a Clergyman attends once a month.

The Free Lots on the east end of the Road, for 12 miles, lie within the recently organized Township of Grattan, which is already pretty well settled. No schools have as yet been established on the Road, but there is no doubt that ere long Churches will be erected, and School Sections defined, and the Settlers will be enabled to adore the Lord in His own temple, and to secure for their children the many great blessings resulting from a good education. In this Province the "Voluntary System" obtains in regard to all Churches, but the Schools are liberally aided by the Government.

LIBERTY, in the most extended sense of that soul-stirring word, prevails in Canada. We have here a happy and harmonious blending of the best parts of the Monarchal and Republican forms of Government, and all who know aught of our institutions and laws must admit that the Constitution under which it is the proud

privilege of Canadians to live will contrast favorably with that of any other country in the world.

The Province is divided into Counties, and these are again sub-divided into Townships of about 10 square miles. The rate-payers in each well settled Township elect annually, from amongst themselves five Councillors, who form a body corporate, and are empowered to impose taxes, levy fines, define School Sections, appoint Path-masters, Pound-keepers, Road Surveyors, &c., and make all such bye-laws as may seem, to them, for the benefit of the Municipality. The Chairmen, or "Reeves" of these Townships are Magistrates during their year of office, and meeting at stated periods in the County Town, they form what is termed the "County Council," the functions of this body consisting in a general supervision of such Municipal matters as affect the County generally.

When a School Section is defined by a Township Council the Clerk of such Council directs some person within the Section to call a meeting of the householders for the purpose of organising a School. This meeting must be called by public notice, and at it three Trustees are elected, who appoint a Teacher and control all the affairs of the School. If, however, any of their acts should be at variance with the wishes of the majority of the householders, the latter can protest against them, and, if necessary, the matter in dispute must then be referred to the arbitration of two persons, one of whom shall be appointed by the people, and the other by the Trustees: and should these arbitrators still disagree, then the Local Superintendent is called upon to act as umpire, and his decision is binding. This Local Superintendent is appointed annually by the County Council, upon the recommendation of the

Reeve of the Municipality wherein the School Section is situated ; his duties are to visit the School periodically and ascertain how it is conducted, and what progress is being made by the pupils.

There are three new Townships now being surveyed along the Opeongo Road, and the Surveyors state that the lands are excellent for agricultural purposes. When the surveys are completed the lands will be sold by the Crown, in lots of 100 or 200 acres, at a price yet to be fixed, but which will not exceed some four or five shillings per acre. Such lands are usually sold subject to the obligations of actual residence, and the cultivation of a few acres annually ; and the payments for them are generally made in four annual instalments. Settlers are never prevented from making farms on the wild lands of the Crown wherever they find them best adapted to their wants, and all who may have gone to live on them previous to their being sold, will be permitted a pre-emptive right to purchase.

In the newer Townships the taxes rarely exceed a very few pence in the pound upon the assessed value, which is never exorbitant, but all who are on the assessment roll are compelled to do some days of statute labor annually upon the roads, the amount being regulated by the assessed value of the property.

The soil in this part of the Province is a sandy loam, in some places light, but in others deep and rich. The country presents rather a hilly aspect, but by far the larger portion is composed of gently undulating and flat lands. Few of the very highest hills are incapable of cultivation, and it is strange that the best soil is not unfrequently found on their summits. A good deal of rock and loose surface-stone is also to be met with, and while it must

not be denied that such often prove a source of much annoyance to the farmer yet they do not prevent the proper cultivation of the land, nor form any great obstacles to the raising of excellent crops. All kinds of cereals, vegetables and fruits grow well, and by the man who is capable of doing his own farming, they can be produced at comparatively little cost, and to him they are sure to yield a profitable return for his labor. But, as in all new countries, labor is scarce, and consequently expensive, he who is incapable of taking the axe, the plough, the scythe and sickle, in his own hand, and using them effectively, cannot hope to realize much profit from pursuits exclusively agricultural. There are many other avocations, however, to which a man with a small capital may usefully turn ; and as the DIGNITY OF LABOR is here fully recognized, the particular nature of his employment will in nowise affect his respectability, provided he be always found honest in his dealings, and moral in his conduct.

The wages of a good working man is usually from £30 to £40 a year, with board and lodging, and that of servant girls from 10s. to £1 a month, also with board. Shoemakers, tailors, blacksmiths and carpenters, are the tradesmen most useful in the newer parts of the country, and such will find ready and remunerative employment in the various towns, villages and settlements. Masons, bricklayers, glaziers, &c., &c., &c., will also have no difficulty in getting immediate and constant work in the large towns and cities. In fine, there is plenty to do for all who are able and willing to do it ; but for the *indolent* or the *intemperate* there is no room, and such characters will certainly not better their circumstances by a change to Canada.

The climate of Canada being so widely different from that of

the United Kingdom, the system of farming and the rotation of crops must necessarily be dissimilar in both countries; and as it is most essential that the intending Emigrant should accurately understand how much he has to learn, and be made familiar with every phase of the difficulties he will have to encounter in the land of his adoption, the circumstances having reference to these difficulties may be thus concisely stated.

And as some may also be curious to know more particularly how the preliminary process of clearing is effected, this too will be described. It comes first in order, and is thus accomplished. Before falling the large timber the underbrush and small trees are cut close by the ground and piled in heaps, then the large trees are chopped within about three feet of the root, the branches are taken off and piled on the heaps of underbrush, and the trees themselves are chopped up into logs of a size capable of being hauled from one place to another by a yoke of oxen. This completes the chopping, and if it be done in the winter it remains thus until the Spring, when the brush and branches have decayed and are readily burned off. At the burning of the brush piles all the leaves and small sticks that lie about are also consumed, and nothing remains but the large logs. As soon after as may be desirable the "logging" takes place, and this is done by drawing the logs together with oxen, and placing them in piles, that will quickly burn. When necessary these piles are fired, and are generally consumed in day. The ashes to which they have been reduced are carefully gathered, and from them is the Potash manufactured. The stumps of the trees, unless extracted by a stumping machine, will remain for about 7 years, but yet the land is now considered clear, and is fit for cropping. A good

man can chop an acre of average land in 6 or 7 days, and 4 men and a yoke of oxen is the complement allowed to "log" it. Potatoes and Wheat are the first crops generally raised upon new land; as it is too rich for almost any others. The Potatoes to be planted, are, as in the old country, cut into "slits." The only implement used by the planters is a small hoe; with it they dig shallow holes in the ground, about a yard apart, and in each of them 3 slits are placed. The earth is then scratched up all around, and the formation of a small mound over the seed completes the planting. When the shoots appear above ground a second hoeing takes place, but after this they remain undisturbed until they are finally taken out; the hoe alone being still used in their extraction from the earth. The women and children of the family are most frequently the cultivators of the Potato. When Wheat is to be sown it is shaken over this new land and simply dragged or harrowed in without any previous ploughing or cultivation. Wheat is the crop that generally succeeds the Potato, and it is sown in the Potato soil as in the new land. Oats follows the Wheat, but the Wheat stubble must be ploughed for its reception. All crops here, though put in later in the Spring, mature earlier than in England.

Generally speaking the snow is off, and the ground is fit for ploughing between the 20th April and 1st May.

Peas may be sown up to the 20th of May.

Indian Corn	do	do	do	do
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Spring Wheat	do	do	25th	do
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Swedish Turnips	do	do	15th	do
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Aberdeen	do	do	do	10th	July
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Oats may be sown up to the 1st June.

Potatoes do do 24th do.

Cabbage Seed is planted in a box about the 15th of April, and transplanted to the open ground by 1st June.

Haying (mowing) generally commences about the 12th July. An acre and a quarter is the average quantity of meadow that a man will cut per diem. The expense of saving the hay is considerably less than in England. It may be judged of by the fact that light meadow has been known to have been cut and put into the barn or stack *on the same day*. The more usual system however, is to shake it out soon after being cut, then to rake it into "wind-rows," make small stacks of it by the evening, and next evening put it into large stacks or the barn.

The reaping of the wheat that has been sown in the fall (autumn) begins about 1st August. If it be not lodged it can be "cradled,"—which means being cut with an implement called a cradle, resembling a scythe, and by means of which a man will cut at least four times as much as with the reaping-hook.

Spring Wheat comes in about 10th August, and may also be "cradled" if not lodged.

Oats is usually fit for cutting by the 14th August, and is most frequently "cradled."

Peas ripen by the 5th August, and are cut with the scythe and reaping-hook.

Indian Corn is gathered in about the 8th September, and it takes about four men to the acre. Women and children are almost as useful at this work.

Potatoes ripen according to the time at which they have been planted.

By the 10th of October the harvest is generally housed, and then underbrushing—which cannot well be done in winter in consequence of the deep snow—is commenced. Potash is now being made, and sleighs, &c. put in order for the winter's work.

Potash is very remunerative to the farmer, and requires but little skill on the manufacture. The kettle and coolers necessary cost about 14*l*—but they are always supplied on credit by the storekeepers in the neighborhood, who are paid in potash or other farm produce. The ashes of 2½ acres of ordinary hard wood land should be sufficient to make a barrel of potash, say of the *second* quality, and for this the owner should receive \$30 (7*l*. 10*s*.) after deducting all expenses of carriage, storage, &c.

In this section of the Province sleighing can rarely be calculated on with any degree of certainty before Christmas in each year, and it ends about the 10th April.

The manufacture of Maple-Sugar may take place before farming operations commence in the Spring, with advantage to the settler and without involving the loss of any valuable labor.

Cows, horses, oxen, pigs, sheep, and poultry, are to be had as cheap, if not cheaper, than in the mother country. An excellent farm cow seldom costs more than 5*l*. Wool may be set down as being worth about 1*s*. per lb. Horses and sheep cannot well be supported unless there be some land cleared and laid down in pasture upon which they may graze, but such is not necessary for the oxen and cows, as they are merely allowed to roam at large in the “bush” (woods), and they quickly fatten upon the brouse and herbage. In winter they are fed upon “wild hay,” which is generally easily obtainable at some of the numerous “beaver meadows” that are to be found in all directions, and

which are always regarded as common property until the lots are surveyed and sold by the Government.

All through the Valley of the Ottawa patches of Pine and Hardwood are singularly mingled, and it is a wise dispensation of Providence that they should be so : for as the hardwood land is that which best repays the farmers toil, so is the Pine Grove the mainstay of the lumberer, and each must remain dependent on the other, while yet at an inconvenient distance from railways or navigable waters. Thus it is that the lumber shanties afford a certain and profitable market for all the settlers surplus produce of Beef, Pork, Flour, Peas, Potatoes, Oats and Hay. At the neighboring villages, and by new settlers, a large quantity of farm produce is also annually consumed, and all such, except the hay, will be gladly taken in exchange for shop-goods by the store-keepers ; so that if a man takes a few bushels of Oats or Potatoes, or a barrel of Pork or Flour to the nearest Village he can always obtain for them an equivalent in Groceries, Dry Goods or Hardware.

Lakes, Streams and Springs of the purest water are to be found in all directions, and to the man who understands fishing they will yield an abundance of the choicest fish. One man in the settlement of Lake Clear, which is close to the Opeongo Road, has realised as much as £20 in one season by the sale of barrelled fish, after supplying his own family. Wild Deer, Partridges and Ducks are also numerous, and well repay the labor of looking out and shooting them. The peltries of Beaver, Otter, Mink, Martin, Musk-Rat and Fisher, are very valuable, and some settlers make money by trapping these animals. Wolves and Bears also inhabit " the Bush ;" but, however the idea of such neighbors may

scare Europeans, they are not dangerous to man; even when unarmed and alone they fly from him whenever he happens to cross their path, and they seldom annoy the settler, unless in harvest, when Bruin occasionally helps himself to a feed of growing grain, or to a pumpkin, but for which he generally pays the penalty of his life, and his skin amply compensates for the few evening meals he may have stolen.

In Europe much misconception exists with respect to the amount of capital necessary for a farm settler in Canada to be possessed of. Let it then be distinctly understood that the single man, of temperate habits, with a will to work, needs but a stout heart and a strong arm to realise for himself an independence in a very few years. With the man of family, however, it is somewhat different; but it is hoped the following extract from a letter of the undersigned, in reply to one addressed to him last Spring by His Lordship, the Bishop of Bytown, (Ottawa), will afford the necessary information, and remove all further doubts on this important question. The Bishop asks:

What capital do you think it necessary for an industrious family, say of five, to be possessed of in order to settle down on wild land in that part of the country?

Your Lordship has scarcely been sufficiently explicit in putting this question. You cannot fail to observe that it will make a serious difference in 'the bush,' whether the family of five be composed of males or females, or whether the children are old enough to render any assistance to their parents. I will, however, put the case myself, and suppose your Lordship means the family to consist of a sober and industrious father and mother, and three young children incapable of doing any out-door work. And as I conceive this to be a point about which there should be no possibility of error, I will give a careful estimate of the quantity and cost of the provisions calculated to support such a family for EIGHTEEN MONTHS, together with a list of the articles usually in use by settlers, with the prices attached, observing that I have taken this years prices for the Provisions—which is rather a high aver-

age—and that the figures affixed to the other articles are such as they may be purchased for in the Village of Renfrew, or any other, in this County.

PROVISIONS NECESSARY FOR A FAMILY OF FIVE, SAY FOR
ONE YEAR.

8 barrels of Flour at £2 10s. per barrel,	-	-	£20	0	0
2 " of Pork at £3 15s. "	-	-	7	10	0
80 bushels of Potatoes at 2s. per bushel,	-	-	8	0	0
30 lbs. of Tea at 2s. 6d. per lb.	-	-	3	15	0
1 barrel of Herrings,	-	-	2	0	0
$\frac{1}{2}$ " of Salt,	-	-	0	7	6

Cost of Provisions, - - - - -	£41 12 6
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SEED.

20 bushels of Potatoes at 2s. per bushel,	-	-	-	£	2	0	0
3 " of Wheat at 7s. 6d. "	-	-	-		1	2	6
10 " of Oats at 2s. "	-	-	-		1	0	0

Cost of Seed, - - - - -	£ 4 2 6
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OTHER NECESSARIES.

1	Axe, - - - - -	£	0	8	9
1	Grindstone, - - - - -		0	7	6
1	Shovel, - - - - -		0	1	10
2	Hoes at 3s. 6d. each, - - - - -		0	7	0
3	Reaping-hooks, at 1s. 6d. each, - - - - -		0	4	6
1	Scythe, - - - - -		0	5	0
1	Inch Auger, - - - - -		0	5	0
1	Inch and a half Auger, - - - - -		0	7	6
1	Hand-Saw, - - - - -		0	7	6
2	Water Pales, at 1s. 6d. each, - - - - -		0	3	0
1	Window Sash, and Glazing, - - - - -		0	5	0
1	Bake-Oven, - - - - -		0	5	0
2	Pots, at 5s. each, - - - - -		0	10	0
1	Kettle, - - - - -		0	5	0
1	Fryingpan, - - - - -		0	3	0
1	Teapot, - - - - -		0	2	6
6	Small Tin Vessels, at 4d. each, - - - - -		0	2	0
3	Large Tin Dishes, at 2s. 6d. each, - - - - -		0	7	6
6	Spoons, at 2d. each, - - - - -		0	1	0
6	Knives and Forks, - - - - -		0	5	0
3	Pairs of Blankets, at £1 5s. per pair, - - - - -		3	15	0
2	Rugs for Quilts, at 2s. 6d. each, - - - - -		0	5	0
2	Pairs of Sheets, at 3s. per pair, - - - - -		0	6	0
1	Smoothing Iron, - - - - -		0	2	6
1	Pig, - - - - -		0	15	0

£10 7 1

Total, - - - - -	£56 2 1
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Having thus given your Lordship an estimate—and that a high one—of the capital it would be well for a settler on wild land to be possessed of, I shall proceed to show what return he may reasonably expect from such an investment, and the length of time it would take him to repay the amount, supposing it to have been lent him upon going into “the Bush.”

I will then suppose the man goes on to the land on the 1st. May, 1856. He can have two acres cleared and planted with potatoes by 24th June. On the 24th August six acres more may be underbrushed and chopped. It would take him an equal time to “log” it,—that is to collect the logs in piles so that they can be readily burned off,—were he to do it alone, but as the “logging” is usually done in a day, by making a “bee,” which means the calling together of his neighbors to assist him, and as he is naturally expected to go to each or many of them for a day upon similar occasions, I give him to 24th October for this exchange of labor. I then allow him until 1st December to chop firewood and leave matters snug for the winter, when I shall suppose him to go to a lumber shanty for four months at the low wages of £2 10s. a month, which will bring him £10. The timber of his eight acres of land should have produced 480 bushels of ashes, and taking it for granted that he had neither time nor a kettle to melt them into Potash, I allow him to sell them at 3d. a bushel, and they will realise £6. (If made into Potash, which could be easily done if any of his neighbors owned a Potash Kettle, the 480 bushels would produce at least £15.) Now this £6, with £10 earned at the shanty, will, at the prices already quoted, leave an overplus of 7s. 6d. after paying for Pork, Flour and Tea for the six months ending 1st November, 1857, without even taking into account the saving in flour which his potatoes will effect. By this time his harvest will be gathered in, and his produce can be made available for future support. After his return from the lumber shanty on the 1st of April, he can clear two acres, which, with the two acres cleared the previous spring, and the six acres cleared during the summer, leaves him 10 acres of cleared land, and about 120 bushels more of ashes, worth £1 10s. This cleared land he can plant with three acres of wheat, five of oats and two of potatoes, for all of which I have already set down cost of seed; and as a fair average yield of spring wheat raised in new ground will be 20 bushels to the acre, he will have sufficient to produce twelve barrels of flour; and allowing him six barrels, which, with his potatoes, will be enough for his own use, he will also have a surplus of six barrels, which being sold as low as £1 15s per barrel, gives £10 10s, and £4 of this sum laid out in pork, would, with his own hog, leave him quite as much as I allowed him for the first year. Now, then, he is provisioned till November 1858, and £8 still remain to him. The five acres of oats should produce 175 bushels, and this sold at 2s. would bring £17 10s. The yield of his four acres of potatoes, that is, two acres each year, should be about 800 bushels, and leaving him half that quantity for home consumption, and the feeding of two or three hogs, 400 bushels would yet remain, and at the unusually low figure of 1s. 3d per bushel they would bring £25 5s. Thus making by ashes, surplus, flour, oats, and potatoes £50 10s. From this sum I must now

deduct £8 5s for the year's tea, herrings, salt, and seed, wheat and oats, as before, and this will still leave a balance of £42 5s. Thus, then, may the family be provisioned for two years and a half and £42 5s realized besides, from a capital of £56 2s 1d, and the produce of ten acres of land, say in two years, as I give him till 1st May 1858 to sell his stuff. Taking it for granted, then, that the summer of 1857 has been spent as industriously as that of 1856, and as he cannot go a second winter to a shanty, but must spend it in threshing, milling his grain, and chopping, he should have in all twenty acres ready to crop by 1st June 1858. The land will now require ploughing, and as the children will be the better of a little milk, £20 must go for a yoke of oxen, £4 for a plough and chain, and £5 for a cow, which reduces the £42 5s to £13 5s, and this sum I allow for clothing and incidental expenses. For Soap or Candles I have made no allowance, because the former is usually home-made, from the house ashes and grease without expense, and until circumstances improve, dry Pine or Cedar may be used as a substitute for the latter. Imported sugar is seldom seen by settlers in the bush, but that which they themselves make from the sap of the maple tree answers all their purposes quite as well. The process of sugar making is extremely simple, and being unattended by any expense, all settlers make a little, while some make and sell a great deal annually. The third year will, of course, bring much larger profits to our settler than the two preceeding, and as it will enable him to add some sheep, a horse and additional cattle to his stock, I consider him independent, and I think that on the 1st May, 1861, he should be able to repay with interest, and without inconvenience, the capital lent him upon going into the bush in 1856.

I have thus endeavored briefly to prove to your Lordship the advantages that appertain to the occupation of farming in this part of the Province, and I trust the calculations I have made will be deemed clear and reasonable. For my own part I am perfectly satisfied I have not over-estimated any item to the *advantage* of the settler, and I trust I have made it apparent that the Valley of the Ottawa offers the blessings of a happy home, and the certainty of ultimate and not remote independence to the sober, honest and industrious husbandman.

The foregoing calculations being only intended to show what amount of capital is sufficient to place a man *entirely beyond all danger of difficulty or distress*, it must not therefore be supposed that the energetic and self-reliant man of family may not safely venture to Canada with a less sum than £56. Few, and but very few indeed, of the agricultural immigrants to this Province, who are now so independent, were the fortunate owners of £10 when they had reached these shores. In most cases the men

came first, and when they had earned a few pounds sent them home to bring out the other members of the family. Young boys, and even girls, have not unfrequently been the pioneers of the household, and soon made homes here where their aged parents passed the autumn of their days in peace and plenty.

To the man who can afford to employ others to clear his land by "task work," the cost will vary from £2 10s. to £4 per acre, according to the quantity of underbrush and timber that may be on it.

By referring to a map of North America it will be seen that a connexion between the head waters of the Ottawa and Lake Huron may easily be formed via. Lake Nippissing, French River and Georgian Bay. These the Government are now having surveyed with the view to test their practicability for a great Ship Canal, by which Canadian produce, and that of some of the Western States may be taken to Europe without transshipment, and by a shorter route than any other at present known. The surveys will soon be completed, and as there is little doubt they will be favorable to the building of the Canal, it is probable that this grand project will be soon commenced. It is also intended to construct a railway from Quebec, through the Valley of the Ottawa, on to Lake Huron. The Company for this gigantic enterprise was incorporated in the last Session of the Parliament of Canada, and is to receive from the Government a grant of 4,000,000 acres of the land through which the road will pass. What the entire effects of these splendid works may be upon the future of Canada it is impossible for the human mind accurately to comprehend. But if permitted to make deductions for the future from the data afforded by the past, and if the opinions of

sage men, who have grown grey in the carrying out of such undertakings be worth attention, then, indeed, must we be true believers in the success of the Ottawa Ship Canal and the North Shore Railway, and have equal faith in the glorious destiny which awaits our splendid country.

In a document, such as this, written for the information of those who have resolved to try their luck in a new country, the writer feels that the character of the inhabitants of the Ottawa Valley must not be overlooked, or but lightly and carelessly touched upon. A strict sense of conscientious obligation will render his delineation of it entirely free from every trait of prejudice or partiality; as he is fully sensible of the importance that those who may be disposed to leave the land of their fathers, and bid adieu for ever to the fondly cherished friends of their youth, should know correctly the moral standard that prevails in the country where they are about to make new homes, and the probable amount of danger to the morals of their children from association with its people.

The inhabitants of the Ottawa country are of various origins, but are chiefly English, Irish, Scotch and French Canadians. Amongst them the leading Christian denominations are well represented, and each particular creed can boast of worthy ministers and faithful followers. Generally speaking religious or political acerbity is almost unknown here; the people of all creeds and shades of politics are so mixed up in business, and are so dependant upon each other, that they cannot afford to quarrel about their particular forms of worship, or their political predilections, even though their better judgments did not interpose to prevent them. No doubt a fanatic, or political trader, is occasion-

ally to be met with, but such characters receive little encouragement, and fortunately for the country their number is not increasing. "Peace and good will" between man and man may, forsooth, be said to be the characteristics of the Ottawa country, for although wide differences of opinion do, and ever must exist, yet such unfriendly feelings as they may generate, are, with but few exceptions, restrained within becoming bounds by Christian charity, common sense, and an earnest desire for the general weal.

Hospitality is a virtue freely practised by all, from the highest to the lowest, and the stranger, whoever or whatever he may be, is always sure of receiving kindness and encouragement; for, in all probability, the position in which the recipient may now be, is identical with that in which the doner himself was some few years previously.

The laws of the country are efficiently administered, the rights of property are respected, and every species of crime is comparatively trifling. The following paragraph, from a local journal, will corroborate this statement:

"JAIL TO LET!!—The Perth Jail is now and has been for some time past without a single occupant. When it is considered that Perth is the County Town "for the large Counties of Lanark and Renfrew, this fact speaks well for the morality of the people—long may it be so."

Comment on the foregoing would, it is hoped, be deemed superfluous, unless it be to state that the United Counties so spoken of embrace an area of about 2,500 square miles, and contain a population exceeding 40,000!

It now remains but to add a few remarks on the climate of this country, of which so great a horror seems to be entertained by

those whose only knowledge of it consists in knowing "that it is very hot in Summer, and very cold in Winter." 'Tis quite true that the Canadian Summers are hot, and the Winters long and cold, but still who that ever lived in this Province will venture to assert that its climate is not as healthful as that of any other portion of the globe? Farming operations are usually begun about the middle of April, and continued till 1st December, about which period the snow generally falls, and remains until the end of March. The clearing of the land, however, is most frequently done in winter, and threshing and milling are also exclusively winter employments. Besides purifying the atmosphere, and enriching the earth, the frost and snow fill up mud-holes, almost impassable in Summer, and convert Lakes and Rivers into excellent roads, over which the farmer takes large sleigh loads of produce to the mill and to the market. In the preservation of meats the frost is also of very great advantage. It obviates the necessity of feeding fat cattle or poultry through the winter, and thus saves an incalculable amount of labor and expense. As before stated the cattle are permitted to roam at large through the woods in summer, and in the fall such as are intended for beef are in fine condition. When the cold weather sets in they are slaughtered, and the meat being allowed to freeze, and being then put in a cold place, it keeps perfectly fresh till spring. Poultry are preserved by the same simple process, and milk may also be kept through the winter in frozen cakes,—a lump being chopped off and thawed out as occasion may require. Were it not for the frost and snow, and the length of time they continue, lumberers could not draw their timber from the woods to the streams, neither would the latter be sufficiently deep to float it to the larger rivers only for the in-

crease to their waters received by the melting snow in Spring. In short, however much the length and severity of our Canadian winters may frighten those unaccustomed to them, and ignorant of the many blessings which they bring, but for them the climate would be less healthful, the soil less fruitful, the valuable products of the forest could never be made subservient to the use of man, and Canada would not be, what she now undeniably is, a prosperous, a progressive, and a happy country.

T. P. FRENCH,

Agent for the Ottawa and Opeongo Road.

MOUNT ST. PATRICK, }
 Canada West, }
February, 1857. }

